

enumerations were not very accurate
a comparison of the rate of increase

and stated when the value of house property
at the highest point, its prospects had
greatly overrated. The accounts disclo

into a poor family, what joy it can cause and what anguish it occasions in the heart of mothers who have a sickly babe to nurse and a sickly child to rear. Our author is right in asserting the great power of a mother's love and of a daughter's piety, and their suitability for the drama because they draw out so powerfully the sympathies of the audience. He does not, however, as he might do, that we have them in the western drama too.

Our author expounds much effort in describing genius. He goes from the history of the world to the history of his own country, and from the life of Chuang-tze's imagination, with its vivacity and delirious fertility. His writings are a storm of dazzling ideas. But as we follow him in his delirium we feel that he elevates his thoughts, and gives them a more serene sentiment, than he alludes to K'iao-tsun, another of these authors who carry the reader along with a wild dash like that of a swift courser, but who is everywhere obedient to the impulse of his nature and his own genius only he would have become licentious, as so many authors have done, but it was not so with him. Then take the third, Sze Ma-t'ien, the author of the *Chang-ching*, a work of a natural light of mind. Bo says of him that though fantastic creatures assume living forms before his eye, he is not their slave, and through all he honours truth whatever be the drapery of his words. He is one of the three great authors of the Ch'ang-ching period and that of the early Han dynasty. The second drowned himself in the M'lo-kiang, the third was subjected to a disgraceful punishment. In the T'ang dynasty, Tu-fu died of grief because he had been so long in prison and had been compelled to take refuge. He was one of China's greatest men in poetic genius. These men suffered because they were

| The export of sea-piculs was:— | | | | |
|------------------------------------|---------|---------|---------|---------|
| | 1888. | 1889. | 1890. | 1891. |
| Hankow | 266,141 | 241,378 | 249,382 | 257,711 |
| Foochow | 271,763 | 51,512 | 96,682 | 106,000 |
| Total | 537,904 | 292,890 | 346,064 | 363,711 |
| The export of silk in piculs was:— | | | | |
| | 1888. | 1889. | 1890. | 1891. |
| Shanghai | 37,380 | 37,507 | 36,660 | 51,811 |
| Canton | 18,599 | 10,167 | 20,476 | 22,222 |
| Total | 55,979 | 47,674 | 57,136 | 74,033 |

[illegible]

\$735.52. The defendant also incurred own solicitor's costs, amounting to \$181 making in all \$916.52. Besides this was the cost of making good the damage done to the bideyard, which came to another \$100. The defendant's neglect or want, then, was the cause for breach of contract and based his claim upon the fact of L. A. S. to do this work for him. Every contract there was an implied condition that ordinary and reasonable care and were to be used in carrying out. As the damage which occurred was the result of the plaintiff's negligence, the defendant was not liable. The defendant's counsel, who had put in for Mr Robinson admitted two contracts in writing and the other verbal, effect of which was that the plaintiff was offered a retaining wall. He also admitted for the sake of argument, that the damage was caused by the negligence of his client.

Tenny on the S.W. side of the British Consulate at Trechuan is nearly finished. So is the German Bank on the Bund on the Astor House and the new Club on the other side. The French Consulate is far from complete. All houses to show are now built in two stories. Grounds are costly and valuable and grand floors are popular for bed rooms.

Our river continues in good order, the exception of the reach near to Trechuan which is very shallow, but steamers will pass.

The new Japanese steamer "Genkai Maru" built expressly for the Tientsin river, seems to be a great success, and is already popular with passengers as to induce this to travel. The Japanese Company has not done wisely in appointing a well-known hand to command—Captain Thompson, who has been hitherto commanding the "Tsuru".

perfect man. And I say it is an impossibility that such a man can be inferior morally to the average Chinaman indoctrinated, as the latter is, with solid Confucian ideas. It is not true that

parents, according to the teaching of Chinese philosophers. By the simple and touching description here given of a daughter's piety, and the character of the parents, the reader will learn what, according to Chinese

| | | | |
|-----|--------------------|--------|----|
| Do. | Do. | 1 P.M. | 78 |
| Do. | Do. | 4 P.M. | 79 |
| Do. | Maximum | ... | 83 |
| Do. | Minimum over night | | 82 |

| Quotations. | |
|---|---------|
| HONGKONG, August 18, 1891. | |
| OPIMUM—New Patta, cash, .. | 406 |
| " " Old " cash, .. | 405 |
| " " New Benares, cash, .. | 481 |
| " " Old " cash, .. | 402 |
| " " New Malwa credit, .. | 495 |
| " " Allowance, Teals., .. | 64/80 |
| " " Old Malwa, credit, .. | 500/530 |
| " " Allowance, Teals., .. | 16/40 |
| " " Persian, Oily, cash, .. | 340/400 |
| " " Allowance, Teals., .. | 48/80 |
| " " Persian, Paper-tid, .. | 270/370 |
| " " Allowance, Teals., .. | 48/112 |
| Exchange: | |
| HONGKONG, August 18. | |
| On London— | |
| Bank, Wire, .. . | 3/24 |
| " On demand, .. . | 3/24 |
| " 30 days' sight, .. . | 3/28 |
| " 4 months' sight, .. . | 3/28 |
| Credits, .. . | 3/24 |
| Documentary, 4 months' sight, .. | 3/24 |
| On Paris— | |
| On demand, .. . | 4.03 |
| Credits, 4 months' sight, .. | 4.11 |
| On Demand, .. . | 4.03 |
| On demand, .. . | 3.24 |
| On New York— | |
| On demand, .. . | .78 |
| Credit, 60 days' sight, .. | .794 |
| On Bombay— | |
| Wire, .. . | 221½ |
| On Calcutta— | |
| Wire, .. . | 221½ |
| On demand, .. . | 223 |
| On Shanghai— | |
| On demand, .. . | .72 |
| 30 days' sight, private paper, .. | .724 |
| Gold Lead, 100 lbs (per ton) .. | \$32.50 |
| Sovereigns (Bao's buying rate) .. | \$ 4.17 |
| Temperature. | |
| (Taken at Messrs Falconer & Co.'s Premises, Queen's Road.) | |
| BAROMETER— | |
| Do. 4 P.M., .. . | 29.92 |
| Do. 1 P.M., .. . | 29.89 |
| Do. 6 A.M., .. . | 29.86 |
| THERMOMETER— | |
| Do. 4 P.M., .. . | 82 |
| Do. 1 P.M., .. . | 82 |
| Do. 6 A.M., .. . | 82 |
| Do. (Wet bulb) 4 P.M., .. | 78 |
| Do. 1 P.M., .. . | 78 |
| Do. 6 P.M., .. . | 79 |
| Do. Maximum .. . | 83 |
| Do. Minimum over night .. | 92 |

Mails.

CANADIAN PACIFIC RAILWAYS
ROYAL MAIL STEAMERS.

Proposed sailings from Hongkong, 1891.

(Subject to Alteration.)
Empress of China (Tuesday) 1st Sept.
Empress of India (Tuesday) 22nd Sept.
Empress of Japan (Tuesday) 13th Oct.THE R. M. S. EMPRESS OF CHINA,
5,700 tons, Captain ALEX. PIERCE,
R.N.R., sailing at Noon, on TUESDAY, the
1st September, with Her Majesty's Mails,
will proceed to VANCOUVER, and SHANG-
HAI, INLAND SEA, KOREA and YOKO-
HAMA.RATES OF PASSAGE.
(In Mexican Dollars).
From Hongkong, First Class.

| TO | Prepaid | Return |
|--|---------|---------|
| Vancouver, Victoria, En- guineau, New West- minster, B.C. | 225 | 338 304 |
| Port Townsend, Seattle, Tacoma, Wash. | 275 | 413 482 |
| Portland, Ore., San Fran- cisco. | 285 | 423 499 |
| Chicago, Ill., Kansas City, St. Louis, Mo. | 295 | 443 517 |
| Milwaukee, Wis. | 305 | 458 534 |
| Detroit, Mich., Cincinnati, Cleveland, Columbus, O. | 310 | 465 543 |
| Hamilton, London, Toron- to, Ont. | 310 | 465 543 |
| Buffalo, Niagara Falls, N.Y. | 310 | 465 543 |
| Kingston, Ottawa, Ont., Montreal, Quebec, Que. | 310 | 465 543 |
| New York, Albany, Troy, Rochester, N.Y. | 310 | 465 543 |
| Baltimore, Md., Philade- phia, Pittsburg, Pa., Washington, D.C., Boston, Mass., Portland Me., Halifax, N.S., St. John, N.B. | 310 | 465 543 |
| Liverpool and London via Liverpool | 325 | 575 650 |
| Paris via Liverpool and London | 345 | |
| Havre via Liverpool | 335 | |
| Bremen | 345 | |
| Hamburg | 345 | |

2nd class steamer and 1st class on rail,
and 2nd class steamer and rail, also Steer-
age Fares and Rates to other places, quoted
on application.The Steamers call at Victoria to land and
embark Passengers.Return Tickets.—Time limit for prepaid
return ticket is reduced from 12 months
to date of re-embarking at Vancouver.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China or
Japan, and to Government officials.Junks.—Through Bills of Lading issued
to Japan, Pacific Coast, and to
Canada and United States Ports.CONSULAR INVOICES of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. B. Brown, As-
sistant General Freight Agent, Canadian
Pacific Railway Company, Van-
couver, B.C.Passengers must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.For further information as to Passage
and Freight, apply to
DODWELL, CARROLL & Co.,
Agents.

Hongkong, August 17, 1891. 1607

Occidental & Oriental Steam-
Ship Company.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.PROPOSED SAILINGS FROM HONGKONG.
Belgian (Thursday) Sept. 3.
Oceanic (Saturday) Sept. 26.
Gaelic (Tuesday) October 20.THE Steamship BELGIC will be
despatched for San Francisco, and
Yokohama and Honolulu on THURSDAY,
3rd September, 1891, at 1 p.m., connection
being made at Yokohama, with Steamers
from Shanghai and Japan Ports.RATES OF PASSAGE.
From Hongkong, First Class.To San Francisco, Vancouver,
Victoria, Esquimaux, Port
Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.To Liverpool and London \$325.00
To Paris and Bremen \$345.00
To Havre and Hamburg \$335.00Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials.Passengers by this line have the option
of proceeding Overseas by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:4 months \$337.50
12 months \$337.75Time is reckoned from date of issue to
date of re-embarking at San Francisco.Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.For further information as to Freight
or Passage, apply to the Agent of the
Company, No. 73, Queen's Road Central.J. S. VAN BUREN,
Agent.

Hongkong, August 12, 1891. 1579

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON.BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERIAN,
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PENINSULAR, Captain A. G. LOOCH,
with Her Majesty's Mails, will be
despatched from this LONDON, via CO-
LOMBO, SUEZ CANAL and MARSEIL-
LES, on THURSDAY, 20th August, at
Noon.Cargo will be received on board until 4
p.m. Parcels and Special (Gold) at the Office
until 4 p.m. on the day before sailing.For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.Passengers desirous of insuring their bag-
gage can do so on application of the Com-
pany's Office.This Steamer takes Cargo and Passengers
for MARSEILLES.E. L. WOODIN,
Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, August 10, 1891. 1665

NOW ON SALE.

INDEX
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CHINA REVIEW

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4.—LIST OF AUTHORS REVIEWED.

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CRAWFORD & Co., Hongkong; and Messrs.
KERRY & WATSON, Shanghai.

SHARE LIST.—QUOTATIONS.—Aug. 18, 1891.

Stocks

Bank of China, Japan and Straits, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of India, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Japan, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Korea, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Persia, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Siam, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Tonkin, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Yunnan, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Zeylan, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Ceylon, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Malacca, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Sumatra, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Java, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Celebes, 100,000 \$ 12 1/2 all 17 1/2 prem.

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Bank of Sulu, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Mindanao, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Luzon, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Iloilo, 100,000 \$ 12 1/2 all 17 1/2 prem.

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Bank of Zamboanga, 100,000 \$ 12 1/2 all 17 1/2 prem.

Bank of Manila, 100,000 \$ 12 1/2 all 17 1/2 prem.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.SHIPMASTERS and ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS if sent to the
Head Office, No. 14, Praya Central, will
receive prompt attention.In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.D. GILLIES,
Secretary.

Hongkong, August 25, 1891. 1468

Some children
Too Fast
become listless, fretful, without
energy, thin and weak. But you
can fortify them and build them
up, by the use ofSCOTT'S
EMULSION
OF PURE COD LIVER OIL AND
HYPOPHOSPHITESOf Lime and Soda.
They will take it readily, for it is almost
as palatable as milk, and three times as
efficacious as plain Oil. And it should be
remembered that AS A PREVENTIVE
OF CURS OF COUGHS OR COLDS, IN
BOTH THE ADULT AND YOUNG, IT IS UN-
EQUALED.SCOTT & BOWNE, LIMITED,
47 FARRINGTON ST., LONDON, E.C.Sole Agents for China and Hongkong:
Messrs. A. S. WATSON & Co., Ltd.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.Can be obtained from KERRY & WATSON,
at Shanghai and Hongkong, at LAY,
CRAWFORD & Co., Hongkong, and at the
China Mail Office.WASHING BOOKS.
(In English and Chinese.)
WASHING BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
China Mail Office.

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peking Wharf.
6. From Peking Wharf to the Naval Yard.Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.Section.
12. From Naval Yard to Blue Buildings.
13. From Blue Buildings to East Point.
14. From East Point to North Point.
15. From North Point to Kowloon Wharves.
16. Jardine's Wharf.Section.
17. From Naval Yard to Blue Buildings.
18. From Blue Buildings to East Point.
19. From East Point to North Point.
20. From North Point to Kowloon Wharves.
21. Jardine's Wharf.Section.
22. From Naval Yard to Blue Buildings.
23. From Blue Buildings to East Point.
24. From East Point to North Point.
25. From North Point to Kowloon Wharves.
26. Jardine's Wharf.Section.
27. From Naval Yard to Blue Buildings.
28. From Blue Buildings to East Point.
29. From East Point to North Point.
30. From North Point to Kowloon Wharves.
31. Jardine's Wharf.Section.
32. From Naval Yard to Blue Buildings.
33. From Blue Buildings to East Point.
34. From East Point to North Point.
35. From North Point to Kowloon Wharves.
36. Jardine's Wharf.Section.
37. From Naval Yard to Blue Buildings.
38. From Blue Buildings to East Point.
39. From East Point to North Point.
40. From North Point to Kowloon Wharves.
41. Jardine's Wharf.Section.
42. From Naval Yard to Blue Buildings.
43. From Blue Buildings to East Point.
44. From East Point to North Point.
45. From North Point to Kowloon Wharves.
46. Jardine's Wharf.Section.
47. From Naval Yard to Blue Buildings.
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52. From Naval Yard to Blue Buildings.
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55. From North Point to Kowloon Wharves.
56. Jardine's Wharf.Section.
57. From Naval Yard to Blue Buildings.
58. From Blue Buildings to East Point.
59. From East Point to North Point.
60. From North Point to Kowloon Wharves.
61. Jardine's Wharf.Section.
62. From Naval Yard to Blue Buildings.
63. From Blue Buildings to East Point.
64. From East Point to North Point.
65. From North Point to Kowloon Wharves.
66. Jardine's Wharf.Section.
67. From Naval Yard to Blue Buildings.
68. From Blue Buildings to East Point.
69. From East Point to North Point.
70. From North Point to Kowloon Wharves.
71. Jardine's Wharf.Section.
72. From Naval Yard to Blue Buildings.
73. From Blue Buildings to East Point.
74. From East Point to North Point.
75. From North Point to Kowloon Wharves.
76. Jardine's Wharf.Section.
77. From Naval Yard to Blue Buildings.
78. From Blue Buildings to East Point.
79. From East Point to North Point.
80. From North Point to Kowloon Wharves.
81. Jardine's Wharf.Section.
82. From Naval Yard to Blue Buildings.
83. From Blue Buildings to East Point.
84. From East Point to North Point.
85. From North Point to Kowloon Wharves.
86. Jardine's Wharf.Section.
87. From Naval Yard to Blue Buildings.
88. From Blue Buildings to East Point.
89. From East Point to North Point.
90. From North Point to Kowloon Wharves.
91. Jardine's Wharf.Section.
92. From Naval Yard to Blue Buildings.
93. From Blue Buildings to East Point.
94. From East Point to North Point.
95. From North Point to Kowloon Wharves.
96. Jardine's Wharf.Section.
97. From Naval Yard to Blue Buildings.
98. From Blue Buildings to East Point.
99. From East Point to North Point.
100. From North Point to Kowloon Wharves.
101. Jardine's Wharf.Section.
102. From Naval Yard to Blue Buildings.
103. From Blue Buildings to East Point.
104. From East Point to North Point.
105. From North Point to Kowloon Wharves.
106. Jardine's Wharf.Section.
107. From Naval Yard to Blue Buildings.
108. From Blue Buildings to East Point.
109. From East Point to North Point.
110. From North Point to Kowloon Wharves.
111. Jardine's Wharf.Section.
112. From Naval Yard to Blue Buildings.
113. From Blue Buildings to East Point.
114. From East Point to North Point.
115. From North Point to Kowloon Wharves.
116. Jardine's Wharf.Section.
117. From Naval Yard to Blue Buildings.
118. From Blue Buildings to East Point.
119. From East Point to North Point.
120. From North Point to Kowloon Wharves.
121. Jardine's Wharf.Section.
122. From Naval Yard to Blue Buildings.
123. From Blue Buildings to East Point.
124. From East Point to North Point.
125. From North Point to Kowloon Wharves.
126. Jardine's Wharf.Section.
127. From Naval Yard to Blue Buildings.
128. From Blue Buildings to East Point.
129. From East Point to North Point.
130. From North Point to Kowloon Wharves.
131. Jardine's Wharf.Section.
132. From Naval Yard to Blue Buildings.
133. From Blue Buildings to East Point.
134. From East Point to North Point.
135. From North Point to Kowloon Wharves.
136. Jardine's Wharf.Section.
137. From Naval Yard to Blue Buildings.
138. From Blue Buildings to East Point.
139. From East Point to North Point.
140. From North Point to Kowloon Wharves.
141. Jardine's Wharf.Section.
142. From Naval Yard to Blue Buildings.
143. From Blue Buildings to East Point.
144. From East Point to North Point.
145. From North Point to Kowloon Wharves.
146. Jardine's Wharf.Section.
147. From Naval Yard to Blue Buildings.
148. From Blue Buildings to East Point.
149. From East Point to North Point.
150. From North Point to Kowloon Wharves.
151. Jardine's Wharf.Section.
152. From Naval Yard to Blue Buildings.
153. From Blue Buildings to East Point.
154. From East Point to North Point.
155. From North Point to Kowloon Wharves.
156. Jardine's Wharf.Section.
157. From Naval Yard to Blue Buildings.
158. From Blue Buildings to East Point.
159. From East Point to North Point.
160. From North Point to Kowloon Wharves.
161. Jardine's Wharf.Section.
162. From Naval Yard to Blue Buildings.
163. From Blue Buildings to East Point.
164. From East Point to North Point.
165. From North Point to Kowloon Wharves.
166. Jardine's Wharf.Section.
167. From Naval Yard to Blue Buildings.
168. From Blue Buildings to East Point.
169. From East Point to North Point.
170. From North Point to Kowloon Wharves.
171. Jardine's Wharf.Section.
172. From Naval Yard to Blue Buildings.
173. From Blue Buildings to East Point.
174. From East Point to North Point.
175. From North Point to Kowloon Wharves.
176. Jardine's Wharf.Section.
177. From Naval Yard to Blue Buildings.
178. From Blue Buildings to East Point.
179. From East Point to North Point.
180. From North Point to Kowloon Wharves.
181. Jardine's Wharf.Section.
182. From Naval Yard to Blue Buildings.
183. From Blue Buildings to East Point.
184. From East Point to North Point.
185. From North Point to Kowloon Wharves.
186. Jardine's Wharf.Section.
187. From Naval Yard to Blue Buildings.
188. From Blue Buildings to East Point.
189. From East Point to North Point.
190. From North Point to Kowloon Wharves.
191. Jardine's Wharf.Section.
192. From Naval Yard to Blue Buildings.
193. From Blue Buildings to East Point.
194. From East Point to North Point.
195. From North Point to Kowloon Wharves.
196. Jardine's Wharf.Section.
197. From Naval Yard to Blue Buildings.
198. From Blue Buildings to East Point.
199. From East Point to North Point.
200. From North Point to Kowloon Wharves.
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203. From Blue Buildings to East Point.
204. From East Point to North Point.
205. From North Point to Kowloon Wharves.
206. Jardine's Wharf.Section.
207. From Naval Yard to Blue Buildings.
208. From Blue Buildings to East Point.
209. From East Point to North Point.
210. From North Point to Kowloon Wharves.
211. Jardine's Wharf.Section.
212. From Naval Yard to Blue Buildings.
213. From Blue Buildings to East Point.
214. From East Point to North Point.
215. From North Point to Kowloon Wharves.
216. Jardine's Wharf.Section.
217. From Naval Yard to Blue Buildings.
218. From Blue Buildings to East Point.
219. From East Point to North Point.
220. From North Point to Kowloon Wharves.
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222. From Naval Yard to Blue Buildings.
223. From Blue Buildings to East Point.
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225. From North Point to Kowloon Wharves.
226. Jardine's Wharf.Section.
227. From Naval Yard to Blue Buildings.
228. From Blue Buildings to East Point.
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230. From North Point to Kowloon Wharves.
231. Jardine's Wharf.Section.
232. From Naval Yard to Blue Buildings.
233. From Blue Buildings to East Point.
234. From East Point to North Point.
235. From North Point to Kowloon Wharves.
236. Jardine's Wharf.Section.
237. From Naval Yard to Blue Buildings.
238. From Blue Buildings to East Point.
239. From East Point to North Point.
240. From North Point to Kowloon Wharves.
241. Jardine's Wharf.Section.
242. From Naval Yard to Blue Buildings.
243. From Blue Buildings to East Point.
244. From East Point to North Point.
245. From North Point to Kowloon Wharves.
246. Jardine's Wharf.Section.
247. From Naval Yard to Blue Buildings.
248. From Blue Buildings to East Point.
249. From East Point to North Point.
250. From North Point to Kowloon Wharves.
251. Jardine's Wh